

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

50X1-HUM

COUNTRY Hungary

REPORT

SUBJECT Roads in Hungary

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1. General.

- a. The main roads in Hungary are in a fairly good state of repair. Only the secondary roads are in poor repair, but since 1952 their condition has improved considerably.
- b. The Utefu state enterprise (Utefitesi es Tehertovarozasi Vallalat, or Road Building and Transport Enterprise), is responsible for looking after the roads.
- c. During 1949-1952 a general reconstruction program was initiated, the main object of which was to increase the smooth flow of traffic. Particular attention was paid to such things as the position of streetcar lines in a road, bridge crossings, and crossovers.
- d. Most of the roads in Hungary have a macadam surface, occasionally a concrete, and rarely a tarmac surface. Most of the macadam roads have an asphalt or concrete surface for a distance of 5-10 km. from towns.

2. Routes East of the Danube.

- a. Hatvan-Salgótarján
1st class road, macadam surface, stone slabs (10 x 10 cm.) laid on rising S-bends.
- b. Budapest-Füzesabony via Jászberény
1st class road, 6-8 m. wide, used by milk trucks between Jászberény and Heves.
- c. Budapest-Szolnok-Jászberény, Hatvan-Budapest
Used as a test road for military vehicles and of vehicles owned by Utefu.
- d. Jászberény-Szolnok
1st-class road, very good macadam surface.

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- e. Miskolc-Banréve
1st-class road (Miskolc-Vadna-Sajóvár-Konyold). Very good macadam surface. Surface partly concrete near Miskolc. Those roads leading to large factories are all built to take 10-ton trucks.
- f. Miskolc-Hidasnémeti
1st-class road, very good concrete surface as far as Felsőzsolca.
- g. Miskolc-Sátorajaujhely
1st-class road, very good macadam surface.
- h. Miskolc-Debrecen via Polgar
- i. Debrecen-Chop via Nyiregyháza
Newly built in 1950; broader than all the other roads in Hungary (at least 10 m.) Built specially to enable large amounts of supplies to be sent from the USSR as far as Nyiregyháza. At Nyiregyháza the road branches off in many directions.
- j. Debrecen-Vasarosnameny via Mátészalka
Good macadam surface.
- k. Debrecen-Szarvas via Berettyóújfalú
Good macadam surface.
- l. Szarvas-Gyula via Békéscsaba
Good macadam surface used by milk trucks.
- m. Békéscsaba-Baja via Mako and Szeged
1st-class road, very good macadam surface.
- n. Kiskunfélegyháza-Baja via Kiskunhalas
1st-class road, very good macadam surface.
- o. Kiskunhalas-Dunaföldvár.
Very good macadam surface.
- 3. Routes West of the Danube
 - a. Dunaföldvár-Mohács via Szekszárd
1st-class road. Very good macadam surface.
 - b. Budapest-Batthalinvaros
1st-class road, new concrete surface.
 - c. Dunaföldvár-Szekesfehervar via Cee.
The bridge at Cee is now finished.
 - d. Baja-Barcs via Pecs and Szigetvar
1st-class road, very good macadam surface.
 - e. Keszthely-Letenye via Nagykanizsa
1st-class road, very good concrete surface between Keszthely and Nagykanizsa
 - f. Lenti-Szombathely via Kormend
1st-class road, very good surface, partly concrete.
 - g. Veszprem-Rabafuzes via Kormend
1st-class road, very good concrete surface.
 - h. Szombathely-Csorna
1st-class road, good macadam surface.
 - i. Veszprem-Gyor
Very good macadam surface.
 - j. Sarvar-Komarom via Pápa
Very good macadam surface.

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